

"It isn't the mountain ahead that wears you out, it is the grain of sand in your shoe."

The Topeka State Journal.

All the room is at the top. There are jobs in plenty for five-thousand-dollar men, but I've tried for a week to find one for a fifteen-dollar clerk."

HOME EDITION SATURDAY EVENING TOPEKA, KANSAS, OCTOBER 16, 1915. SATURDAY EVENING 20 PAGES THIS EDITION 2 CENTS

U. P. TRAIN PLUNGES INTO SWOLLEN STREAM KILLING PROBABLY 20 KANSANS

Motor, Heavily Loaded, Dives Into Creek Near Randolph.

Car, Now Perpendicular, Swallows Human Freight.

DR. ATTWOOD, TOPEKA, VICTIM

On His Way to Assist Brother in an Operation.

Four Bodies Recovered; Others Still Beneath Water.

TRAIN JAMMED WITH TEACHERS

County Convention at Randolph Attracted a Crowd.

Part of Car Still Buried in 15 Feet of Mud and Water.

Identified Dead.

DR. LOUIS ATTWOOD, physician, Topeka.

ALMA K. JELLIN, Garrison, Kan. THEODORE SMITH, Tecumseh, Neb.

A. O. SHAW, Tecumseh, Neb. Among the Missing: Mrs. Stella Chapman, Manhattan. Miss Ethel Repper, Stockdale.

Among the Injured: Professor Sawpell, Manhattan; back injured. S. S. Hockett, baggage man; arm broken, other injuries.

Miss Mary Giles, Manhattan; injured. Miss Reppie Carey, Manhattan; injured about the face.

Lloyd Kistler, Manhattan; knee hurt.

Randolph, Kan., Oct. 16.—Union Pacific motor train No. 579, consisting of one passenger coach and a baggage and mail combination car, crashed through an undermined abutment, plunged into Fanny creek, and buried about fifteen feet of the forward end of the passenger car in flood waters and mud, one mile south of here early today.

Four of the estimated seventy-five passengers are known to be dead and probably other bodies are lodged in the buried end of the car.

All attempts to reach these bodies have failed and the correct death list probably will not be known until the wrecking crew can reach the scene and lift the car.

Fanny creek was swollen into a torrent by three inches of rain which fell yesterday and last night. The bridge proper withstood the ravages of the flood waters, but the south abutment was cut under so that the charging motor car tumbled down.

A large majority of the passengers were young women school teachers who had gathered from the southern part of Riley county to take the motor train in a party to a teachers' meeting to have been held here today.

Several of the young women are unaccounted for.

Few persons in the wrecked car escaped without injuries and several were wounded perhaps fatally. A call was sent to Marysville, 25 miles north, and to Manhattan, for medical assistance. The homes of Randolph were thrown open to the sufferers.

Warren Knittle, of Manhattan, conductor of the wrecked train, estimated that thirteen passengers probably lost their lives. This estimate was not accurate, however. Knittle said, as he had lost some of his tickets when he was thrown into the state of the plunging car and forced to jump through a door to save himself.

He said 37 passengers had been accounted for as alive after the wreck.

The ill-fated train left Manhattan, northbound, shortly before 7 o'clock and arrived at Fanny creek bridge at 7:40.

The train was traveling at a rapid rate when, according to the passenger car, the forward end of the passenger car suddenly pitched down. The passengers in the forward end of the motor car and those further to the rear were dashed against the seats or thrown into the aisle.

Several sustained broken bones from the first impact.

Mass in Water.

The front end of the car demolished the abutment and one end of the bridge and was tottering on the edge of the stream.

Before many of the struggling passengers could extricate themselves and reach the doors or windows, the car broke loose from the railing baggage car and plunged downward, standing almost upright on the front end. Many clung to seats and widow ledges until they were washed away.

Those who had been thrown against the front of the car were last seen in a struggling mass that sank into the water, the record said. The motor car, whose name could not be learned here, is believed to have gone down with the car. He was confined in a small compartment at the front end of the car and may have been killed by the first impact with the sinking abutment.

Water Flows Through Car.

A mail clerk was the only occupant of the rear car at the time of the wreck. He was uninjured.

It is believed the weight of the passenger car with its load and driving apparatus, buried the car to such a depth as to make its raising extremely difficult.

After the first plunge the car continued to settle several minutes into the mud at the bottom of the stream. Railroad officials arriving this afternoon began an attempt to establish the correct number of dead and identify them but no attempt to get at the



Dr. L. Attwood of Topeka, Killed in U. P. Wreck Near Randolph.

bodies in the forward part of the car had succeeded at 2 o'clock. The water was still flowing in a torrent about and through the car.

Cars Crowded.

The motor train consisted of two cars, the motor and a coach in the rear. Both cars were crowded on account of a county teachers' convention at Randolph today. Most of the passengers in the motor car were injured. They have been rushed to this town for medical aid.

A three inch rain fell near here yesterday sending all streams to the flood stage. The Union Pacific bridge weakened by the freshet was unable to stand the weight of the heavily loaded motor and it plunged into the waters without warning.

Passengers in a Mass.

The passengers in the motor were thrown in one mass against the compartment separating the main section and the smoking end. The impact came so suddenly that the seats were torn out of the car and the passengers, mostly women, jammed together in a struggling mass.

The car stood perpendicular, with the engineer's cabin and the smoking compartment buried in the mud and water.

Coach Didn't Fall.

The coach being pulled by the motor did not fall into the creek. Relief work began immediately through the efforts of the uninjured and within an hour everyone had been taken from the ill-fated motor.

Crowded With Teachers.

The train was crowded on account of a meeting of the Riley County Teachers' association at Randolph. The coach was crowded with teachers as a trailer to accommodate the extra passengers.

The conductor of the motor said concerning the accident:

"The coach being pulled forward without warning and we were thrown in a heap at the bottom of the wreckage of human beings and car seats. There were 65 passengers on the motor according to my checks. Probably at least fifteen of these were in the smoking compartment which is buried in the mud and water. The rest were taken from the upper section as the car stood on its end. Relief work was impossible below the water line. We are waiting for the wrecking crew."

Topeka Man Loses Life.

Dr. Lewis Attwood, the Topeka man who was killed in the wreck at Marysville, was on his way to Randolph, Kan., where he was to assist his brother, who is also physician, with an operation this morning.

The first news of his death was received in a telephone call to his home at 10 o'clock.

Dr. Attwood had been practicing in Topeka since May 14, at which time he came here from Los Angeles. He was thirty-five years of age, and was a member of a family of physicians.

Besides his wife he is survived by his mother, Mrs. M. Attwood of Clay Center; four brothers, Charles Attwood of Abilene, Arthur Attwood of Randolph, Will Attwood of Formosa, Kan., two sisters, Mrs. Ella Hahn of Clay Center, and Esther Attwood.

Since coming to Topeka Dr. and Mrs. Attwood have lived at 707 Euclid street. Dr. Attwood had his office at 622 Kansas avenue. He was a specialist in diseases of the eye, ear, nose and throat. Mrs. Attwood is a niece of P. N. Gish, of Topeka.

Dr. Attwood practiced medicine in Los Angeles before coming to Topeka. Previous to that time he was at Merced, Cal., where he also worked at his profession at LaCrosse, Kan., for three years. Three of his brothers are physicians.

First Wreck in Years.

This disaster is the first Union Pacific wreck of serious consequence in years.

The railroad has been particularly fortunate in this respect and a recent bulletin was issued from the general offices at Omaha remarking on this record.

Run With Gasoline.

The car is a similar model to those running on the Topeka branch of the Union Pacific. Its motive power is furnished by gasoline. The car is divided into two passenger compartments. The fore room is used as a smoker and the rear compartment the chair car. This motor car has been running on the branch for several years. It is the first motor car accident on the Union Pacific and one of the few disasters of its kind in the country.

GEE! THEY'RE COMING

Four Suffragettes Through Kansas With Bulky Petition.

Pueblo, Colo., Oct. 16.—Four women, representing the Women's Vote League of America, who are motoring across the continent to present to congress a huge petition asking a national equal suffrage law, left here today for Kansas City.

KANSANS CAN'T WRITE ENGLISH SUBMARINES OF UNITED STATES ALL DEATH TRAPS

William A. White Takes Shot at Jayhawker Authors.

Not Competent to Furnish Texts for School Readers.

COMMISSION IS CRITICISED

Time for Submitting Manuscripts Is Too Short.

Only Five Weeks Is Allowed for Preparing Texts.

Plans of the school text book commission to rush the letting of contracts for the new first, second, third, fourth and fifth readers, is not meeting with favor among many of the Kansas newspaper publishers. Both Charles F. Scott of Iola and William Allen White of Emporia have criticised the commission's plan and the haste in letting contracts near results in considerable discussion by the Kansas press.

That texts prepared in five weeks will be of little value to the state is the assertion of several editors. It is also claimed that the eastern authors would have all the advantage in the short time allowed for the preparation of manuscripts. William Allen White, however, takes a hard swing at the Kansas authors. "To clutter up a series of Kansas readers with stuff from living Kansas writers would be folly," he declares in an editorial in his Emporia Gazette.

Recently the commission advertised for texts for the new first, second, third, fourth and fifth readers. Five

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THEIR PLAN IS OUT

National Defense Program to Cost \$480,000,000.

Big Naval Increase—An Army of 1,200,000 Men.

Washington, Oct. 16.—Details of the administration plan for national defense became known officially today. The plan includes a six year program in that time will bring the American army, with reserves, up to 1,200,000 trained men and have a building program to cost sixteen million dollars. It includes a six year program to build 25 dreadnaughts and six battle cruisers—85 submarines, 50 destroyers and 15 scout cruisers in five years, with corresponding increases in personnel and officers.

Estimate of appropriations needed to begin the national defense program is \$480,000,000 for the navy, \$215,000,000 for the army. President Wilson has approved the program as submitted by Secretaries Garrison and Daniels.

In the first year program Secretary Daniels had recommended the building of two dreadnaughts, two battle cruisers and four submarines. The second year program calls for three ocean-going submarines, 12 destroyers, three scout ships, an increase of 8,000 enlisted men and legislation for the appointment of 200 new midshipmen to the naval academy.

Secretary Garrison's plan to increase the regular army from \$7,000 to 140,000 men under a six year enlistment requiring two years of service and four years in reserve, will give about 300,000 reserves in six years, according to war department calculations. The continental army, which is to be created by means of a six year enlistment of two months each year for three years with the colors, and three years of reserve, subject to call, will, at the end of the six years, give a total of 800,000 men. This trained citizen army, together with the regulars, will give with the 125,000 national guardsmen, a mobile army of more than 1,200,000 in six years.

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Run With Gasoline.

Not One of Undersea Craft Fit for War Service.

To Submerge Them Means to Flirt With Death.

GASOLINE FUMES ARE DEADLY

Story of Newspaper Man Too Sensational to Print.

Reports of Commanders Conceal Big Accident Lists.

New York, Oct. 16.—The New York American this morning printed the following:

"A representative of the American recently visited Newport and went down in one of the latest type of submarines. Upon his return he told a story so sensational that it was deemed unwise by this newspaper to give it publication."

"The trial of the charges of Rear Admiral Little surely will result in proving how ineffective the undersea craft are. Therefore the New York American feels that it is privileged to make public the report made to it at that time, eliminating names of naval officers and craft. The report follows:

"I am told on the highest authority that practically every submarine in the United States navy is defective."

"Not only this but every man—officer and crew—is in danger of death every time one of the undersea boats submerges."

"I saw four men hoisted unconscious, with ropes from a submarine of the United States navy."

(Continued on Page 2.)

HOLD BACK TROOPS

Bulgarians Swoop Down on Servian Railway.

Cut Off Aid From Allies to German Enemy.

Athens, Oct. 16.—Forty thousand Bulgarian troops with artillery are reported to have begun an attack on the railroad running from Salonika into Servia, and Hovdovo. The point of attack is about twenty miles north of the Greek border.

The Bulgarians apparently are attempting to cut railway communication and prevent the entente allies from forwarding troops and supplies for the assistance of the Servians.

Lighting the Bulgarian coast have been extinguished. Entrance to the port of Dedaghatche, Bulgaria, principal point on the Aegean sea, has been forbidden, except in the day time when a pilot is required.

All Bulgarian ports are said to have been mined.

Washburn Ichabods Played the Nebraska Huskers Today.

Gray and Men Only Hoped for Low Score.

Lincoln, Neb., Oct. 16.—The Washburn University football team romped over the Washburn Ichabods in the first quarter of today's game to the tune of 20 to 0.

In the first four minutes of the second quarter Nebraska slammed the Washburn line and made another touchdown, making the score 27 to 0. A few minutes later, with the second quarter still unfinished, the score was 34 to 0 in favor of Nebraska.

The first half ended with the score 34 to 0. One of the Washburn players was kicked in the head and knocked unconscious.

Lincoln, Neb., Oct. 16.—The Washburn Ichabods from Topeka arrived in the city at an early hour this morning to play the Nebraska Corn Huskers this afternoon. Coach Gray said that his men were in poor condition and that they only hoped to hold the Nebraska team to a low score.

For the last two years the Ichabods have succeeded in giving Nebraska a hard game, and despite the apparent weakened condition of the Kansas and the "bear" hope that has been coming from Topeka, Coach Stevens and his men were not so sure this morning that they would have a run away.

This morning the Nebraskaans stated that the only men they feared on the Topeka eleven were Captain Beals, who scored the Ichabod touchdown last year here, and Big Sam Stewart who plays tackle. It was announced that Beals would have to play quarter instead of half as Sullivan, the sub quarter, is out with injured ribs.

The field was very heavy as a result of Friday night's rain and this was considered quite an advantage to the heavier Nebraska eleven.

The probable lineup was given out this morning as follows:

Washburn Position. Nebraska.

Beals (Cap).....L. E. Chamberlain

Logan.....L. T. Corey

Rice.....C. Shields

Dehn.....R. G. Abbott

Stewart.....R. T. Shaw

Chamberlain.....R. E. Riddell

Beals (Cap).....Q. E. Bailey

MEXICAN LEADER REPORTED KILLED.



General Villa.

Immense Crowd Watches Death Gasp of Murderer.

Man Killed Wife of a Prominent Attorney.

Murphysboro, Ill., Oct. 16.—Joe Deberry, a negro, was hanged at 3:30 o'clock this morning for the murder of Mrs. J. H. Martin.

A great crowd of outsiders thronged the town and two thousand persons were within the stockade to witness the execution.

Three thousand more were on the streets.

More than 2,000 persons saw the negro, smoking a cigar, drop through the trap on the instant Sheriff White stepped quickly back from touching the knobs that released the floor.

The stockade was jammed with more than 1,000 persons who were admitted upon invitation in the form of a deputy sheriff's commission. On the roofs of nearby buildings were hundreds of others who had maintained their positions for hours in order to view the execution.

GAME AT LINCOLN

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MEXICANS PUT VILLA TO DEATH?

Reports Today That He Is Shot to Death by Comrades.

Disagreement With Men Resulted in Fatal Row.

HIS TROOPS NOW IN REVOLT?

Garrison at Juarez Disturbed—Americans Fear Outcome.

Carranza General Says Villa Is Alive and Well.

Douglas, Ariz., Oct. 16.—Gen. P. Elias Calles, Carranza commander at Aguascalientes, said today he had been notified that General Villa was en route from Casas Grandes to Sonora. He says his information is correct.

El Paso, Oct. 16.—Reports current here for twelve hours that General Francisco Villa, chief of the convention forces in Mexico, had been arrested by his own men at Casas Grandes, convicted and put to death could not be confirmed here early today.

Messages from General Villa in his private code received at Juarez at 4 o'clock Friday afternoon.

A report that General Francisco Villa, leader of the northern faction in Mexico, had been killed, was brought to El Paso early today by a Mexican who just arrived from Casas Grandes.

Shot in a Fight.

According to the story, Villa was shot in a fight when dissatisfaction broke out in the Villa army late yesterday. Another report brought by an American passenger said that on Friday Villa was being tried by court martial and the trial was still in progress when the train left Casas Grandes.

The Mexican who reported Villa shot declared that the chief was slain when the chief called upon one of his comrades for a forced loan.

Troops Revolt.

The man was ordered shot, the report continued, when he refused to concede to Villa's demand. Division in the army resulted, it was said, apparently several thousand of the nine thousand troops revolting. In a fight that followed, the Mexican said, Villa received mortal wounds.

The Villa garrison at Juarez last night was said to be greatly disturbed. The exact nature of the conditions there could not be learned, as residents had feared to cross the international bridge.

A crowd of persons gathered at the river late last night but little information filtered through.

Another One Dead?

The Villa messages related to business with his representatives in Juarez.

Last night a report that Gen. Rodolfo Fierro was dead was received over the military wires from Casas Grandes. It stated briefly that Fierro had been drowned while fording a river.

Villa's Right Hand Man.

General Fierro was regarded as one of the most picturesque and audacious leaders produced by the Mexican revolution, formerly he was a railroad brakeman. Later he turned bandit and robbed an express train at Lamas, Mexico. For this he never was prosecuted.

When the revolution broke out Fierro joined Villa and won the esteem of his commander. He was particularly close to Villa and was known as Villa's "right hand man," who could be relied upon to carry out Villa's most atrocious plans. It was Fierro who is said to have taken William Benton, an Englishman, in charge when the latter attempted to call Villa to account for the confiscation of Benton's property.

The death of Benton was attributed to Fierro. He was with Villa on his recent visit to the ranch of General Tonia during which Urbina was killed.

Death Denied.

Washington, Oct. 16.—At the Villa agency here a report of the general's death was officially denied. The agency stated that messages from Villa, sent by him last night, had been received today.

Thomas of Topeka Discredits It.

Reports of the death of General Francisco Villa, powerful Mexican factional leader, are discredited by F. S. Thomas, head of the F. S. Thomas Loan and Insurance company of Topeka, and a personal friend of the Mexican leader.

"Had there been anything to the report of the death of General Villa, I would have received a telegram to that effect long ago," said Mr. Thomas today. "I do not believe Villa will ever meet the kind of a death outlined in the dispatches."

As for the reported drowning of General Rodolfo Fierro, I also discredited that. There isn't enough water in all Mexico